

ACR 167 – Alternative Fuel Resolution

Assemblymember Fran Pavley

IN BRIEF

Assembly Concurrent Resolution 167 would express the Legislature's commitment to achieving a clean transportation future based on the rapid commercialization of nonpetroleum, clean alternative fuels. The resolution also expresses the Legislature's commitment to supporting a goal of 20% displacement of petroleum fuels by the year 2020.

THE ISSUE

The production, refining, marketing, and use of petroleum fuels in California causes significant degradation of public health and environmental quality due to the release of water and air pollutants, including greenhouse gas emissions.

High gasoline prices, driven by limited supplies of crude oil, cost California drivers billions of dollars in extra fuel expenses every year.

Rising transportation fuel demand may force California to be increasingly reliant on imported oil and could lead to offshore oil drilling along the California coast.

The sustainability of California's economic vitality and the protection of its environment depends on ensuring a clean, stable supply of transportation fuels.

Oil companies are currently in the process of developing high-polluting sources of transportation fuels, including those derived from coal, petroleum coke, and tar sands.

Emerging technology exists to make clean alternative fuels, including hydrogen, electricity, electric plug-in hybrids, ethanol, biodiesels, and biofuels, from low to zero-polluting sources in a cost-effective manner.

THE SOLUTION

ACR 167 conveys the Legislature's commitment to meeting future transportation fuel supply needs while reducing the environmental impacts of fuels used, and to setting policies that discourage adoption of new fuels derived from petroleum or fossil fuels that are demonstrated to increase greenhouse gases or

create unacceptable environmental destruction of lands.

BACKGROUND

Here is an excerpt from a 2003 report titled, "Reducing California's Petroleum Dependence" by the CA Energy Commission and the CA Air Resources Board:

"California faces a future of increasing petroleum dependence, supply disruptions, and price volatility. At the beginning of this decade, California had a population of 33.8 million people, driving 24 million registered vehicles, and consuming 16.4 billion gasoline equivalent gallons a year of gasoline and diesel fuel.

The California refining capacity has not been able to keep up with the growing demand for transportation fuels. As a consequence, the state has become a significant importer of petroleum products. This, in combination with marine and distribution infrastructure limitations, has made the California gasoline market increasingly unstable. As long as demand for transportation fuels continues to grow, California's gasoline supply will be subject to rapid and frequent price volatility.

By 2020, it is possible that 45.5 million Californians will have 31.5 million registered vehicles consuming 24.2 billion gasoline equivalent gallons of gasoline and diesel fuel. If this consumption occurs, it would require Californians to accept major expansions in petroleum refinery and delivery infrastructure, further dependence on foreign energy supplies, decreased environmental quality, and reductions in public health."

SUPPORT

State Controller Steve Westly – Sponsor

FOR MORE INFORMATION

Staff: Nate Solov (916) 319-2374
nathan.solov@asm.ca.gov